LIST OF LETTERS

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SPRING GOODS ARRIVING.

NOVELTIES IN SPRING COODS

Of every kind and for every department, arriving daily.

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Closing Out Regardless of Cost.

WHOLESALE BUYERS will find our spring Stock of Dry Goods, Fancy Goods, Millinery.
Carpets, Curtain Net, Ladies' Suits, Dolmans.
Underwear, Ladies', Misses' and Chilling Company Control of the Sale of Control of Con dren's Shoes and Slippers, Gents' and Boys Boots and Gaiters, Gents' and Boys' Clothing Collections Made with Prompt Returns, at Lowest Rates, and Hats and Caps, Notions, Etc., Larger, Better Selected and at Lower PriceS than ever

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MONEY TO LOAN

wo, in these days, if we were sufficiently skillful and sufficiently careful, building upon their work, might even surpass.—Bell's Messenger (Eng.)

AGRICULTURAL.

Remaining in the Postoffice at Salt Lake City, Salt Lake County, Territory of Utah, on the 7th day of April, 1881, which, if not called for in one month, will be sent to the Dead Latter of the BANKERS MORE STUDY OF THE PRINCIPLES OF Although stock raising in the United States is of immense im-portance and the business increasing apidly, it does not receive the care

Although stock raising in the United States is of immense importance and the business increasing mapidly, it does not receive the careful study requisite to the most profitable results, and in no branch this more apparent than in horse breeding. Fabulous sums have been expended during the past fiften years in the importation and patronage of blooded stallions, and yet comparatively little progress has been made in a general improvement outside the trotting class, and even in that class quite as much is due to skill in training as in breeding. This slow progress results from several causes; prominent among them is the inexcusable ignorance of breeders in regard to the characteristics of the different so-called pure breeds to which they are looking for improvement, and also the general principles of breeding and consequently fail an easy prey to unscrupulous imposters or owners of stallions.

Another cause is the little attention given to the selection of mares. Anyold, used up, unsaleable mare is by many considered good enough to unout and breed, and the good ones are allowed to go away to the cities because the "buyer offered a good round price."

Injudicious crossing is very common, and often results in the loss of service of a waluable mare. Both these mistakes results from igorance of the principles of breeding. The wishing to raise larger stock, goes in search of the largest stallion to be had, supposing he can gain the desired weight and proportions as certainly as he can a particular shade of paint by mixing black and white. The weight being the main point considered, other requisises receive little or no attention, and thus the most serious faults in the stallion are overlooked or casily urgued away by the glibe-tongued ways.

Again, very few breeders have any ystem of breeding. They are connually changing from one stallion hered to another, with no definite awon unless it be to save a few lars in service, or a few miles. Anderberg R Foss E
Arery M & Grilleple R
Arery M & Grilleple R
Brickeachaw George S
Rod M
Heath T
Sond J
Harse M A
Harrier R
H

or breed to another, with no definite eason unless it be to save a few hollars in service, or a few miles

Seer B J Johnson E Toerase B
Cook W Keere H M Schonfeld B
Cheener M Keaster F A Char B B
Cantlan M 2 Einston U Schonfeld B
Cohn M 2 Einston U Schonfeld B
Clark G Lyou W Sicclaff D B
Cochens J Louis F J
Carlea J R Lewis T
Caple J D 1 Ludlow P
Committe G Ludlow P
Committe G Ludlow P
Committe Ludlow P
Committe C Ludlow P
Comm No one interested in this subject can travel through the west to any extent and not be surprised and dis-gusted by the large per cent. of amound and worthless horses that have resulted from breeding small native mares to high-priced im-ported stallions, shockingly deficient n every requisite except weight.
The first consideration of the reeder should be a good mare, if or breeding draft or general-purpose horses. The mare should

purpose horses. The mare should be broad and roomy, not too close ribbed, strong in bone, muscle, and sinew, and not high on legs. She should be free from blemishes, unless the result of accident; of great courage and strong constitution.

Bringing two extremes of weight together will almost invariably produce unsound and ill-proportioned coits, especially if the sire is the heavier. This style of breeding has been extensively practiced in the west of late years, and has resulted in many farmers losing faith in "bliaod." simply because they have not studied the matter far enough. In choosing stallions to increase Persons inquiring for the above letter are requested to state when advertised J. T. LYNCH. Peatmaster.

not studied the matter far enough. In choosing stallions to increase the size of stock, be particular to select only those having a development of bone and sinew in proportion to their weight, and to insure proper proportions in the foal, there must not be too great disparity la weight between sire and dam. Suitable brood mares once secured, horse raising may be made very profitable in the west. Without them, the cry, "there's no money in horses," will continue.

A tempting price should never thow a good mare to leave the farm for the city; if circumstances com-sel the sale of one, it is the owner's luty to find some farmer for a payer, and thus retain her services, A. B. C.

MILK AND FLESH. There is a notion prevalent among many of those who, having escaped or freed themselves from the trammels of breeding for pedigree, and turned their attention to the per-sonal properties of the animal, that it is impossible to permanently combine milk and flesh. They ad-Surplus, - - - \$100,000 mit that occasionally you will find a grazier's cow of the first class filling the diaryman's pail, or a filling the diaryman's pail or a filling the di prime dairy cow becoming the dam of prime steers; but they say, with much truth, that great production of milk, as a rule, is found in con-Absolutely Pure. of milk, as a rule, is found in con-nection with a narrow, wedgelike fore end, a high and thin chine, and light thighs; and that as you increase the width of chest and the develop-ment of flesh in crops and rounds, you lose the milk. They have in their favor the experience of every Made from Grape Cream Tartar.—No other proparation makes such light, flaky hot breads

their favor the experience of every one who is a judge of a dairy cow and against such a weight of incon estible evidence it is difficult to eply; nor do we attempt to dispute heir position, so far. The rule just be granted; but the art must be granted; but the art of breeding is to win from nature new rules out of happy exeptions, and this is to be done by working upon the principle of selection. We have seen in the same

has been utterly neglected; more ver, excessive milking throug everal generations, draining th

several generations, draining the animal's system, may impair the vital organs and cause the frame to frame to fit itself to their reduced size. On the other hand, where beef has been the main desideratum, all the breeder's skill has been concentrated in an effort to produce it, and milk, treated as of secondary consideration, at all, his degrees and almost diese.

tained to a measure of success whi

selection. We have seen in the same cow, in many instances, all that dairyman, grazier or butcher could desire. We have seen, also, in many instances, such a cow producing her like; and if this occurs in exceptional cases, which are not rare, we may surely hope that by a careful exercise of man's judgment it may be made to occur still oftener and DIME Authorized Capital, £160,000,
Par value, \$778,640
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Buy and Sell Drofts on the Cities of the United States.

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E. SELLS,

USINESQ

ONE

there any necessary connec-tion between the wedge form and milk, the parallelogram and inability to milk? The true an-At the Old Pioneer Lumber Yard Of ARMSTRONG & BAGLEY, swer, we believe, must remind that where the milking tendence have been encouraged, milk alon not beef, having been the object the breeder, the frame to carry be FIRST SOUTH STREET, Opposits 14th Ward Meeting House,

Offers at WHOLESALE AND BETAIL LUMBER OF ALL GRADES Conditing in part of Flooring, Bustle, Finish ing, Ceiling, Plokuts, Lath, "hingies, Stad-ding Jodat, Doors, Windows Transcoms, Mouldings, etc., which will be sold at Bettom Figures. 59-DON'T FAIL TO CALL, "SE mar

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A Peerless Remedy for Scrotula, White Swellings, Cancer, Erysipelas, Gout, Chronic Sores, Syphilis, Tumors, Carbuncies, Salt Rheum, Malaria, Bilinus Complaints and all Diseases indicating an Impure Condition of the Blood, Liver, Stomach, Kidneys, Bowels, Skin, etc. This Grand Remedy is a Compound of vegetable extracts, the chief of which are SARSAPARILLA and STILLINGIA. The cures effected by SCOVILL'S BLOOD AND LIVER SYRUP are abscints, and their SYRUP are abscinte, and their record is undisfigured by failure. For sale by all Druggiets.

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PILES! PILES! PILES! A Sure Cure Found at Last. No



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tab Central Railread. IONEER LINE OF UTAH.

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TRAINS LEAVE

EXTENSION.

ON AND AFTER JUNE 28

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GOING SOUTH,

Nos. 1 and 2 will be run daily.

Distance and Fares from Ogden.

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Stations.

TRAINS LEAVE

Balt Lake

On and after January 20, 1881.

Name of Station.

LARGE SPRING ARRIVALS

(Sundays excepted,)
Leaving Sait Lake City at 5.30 s.m striving in Ogden at 11.30 s.m.; leaving Sait Lake at 5.05 p.m., arriving in Ogden at 8.30 p.m.; leaving Ogden at 8.50 p.m.; leaving Ogden at 5.30 p.m., arriving in Sait Lake City at 10 s.m.; leaving Ogden at 5.30 p.m., arriving in Sait Lake City at 10 s.m.; leaving Ogden at 5.30 p.m., arriving in Sait Lake City at 6.45 p.m.

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4 00 " Spring Hill 11 05s.M. 6 40 " Dillon 8 20 "

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A sure cure for the Blind, Bleeding, Itching and Ulcorated Piles has been discovered by Dr. Williams Indian Contract Piles has been discovered by Dr. Williams Indian Contract Piles Piles Ports (1987) (

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On and after FRIDAY, OCTOBER 1st, 1880, Until further putfee THE UTAH WESTERN RAILWAY

trains will run daily, (Sundays excepted,) as follows: 9 80 5 40 2 00 MIXED TRAINS WILL RUN DAILY, (Sundays excepted,)

Fure to Black Book, Garfield Londing or Lake Foint, and return same day, \$1,25. Children under ten, 65c. No Freight Received after 4 p.m.

Utah Southern Railroad

W. W. BITER, Manager,

ON AND AFIEL JUNE 13, 1879.

Name of Station. 5.00 Sandy. 5.75 LEAYS 7 49 5 45 5.75 . 12.00 " 121 6.25
 Privo
 9 87 12 45

 Springville
 9 58 1 10

 Spanish Fork
 10 08 1 35

 Payson
 10 82 2 15

 Santaquin
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 \$ c. | TRAINS LEAVE | 1.00 p.m | 50 | 1.40 41 | 9 | 50 | 1.40 41 | 1.40 41 | 9 | 50 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 41 | 1.45 Nephi. 11 80 4 20 Chicken Creek 12 30 5 80

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Milford 10.00 ", 121 6,25 Gen. Freight and Ticket Agent.
JOHN SHARP,
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 Payson
 2 55 11 15

 Spanish Fork
 8 19 11 55

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 8 84 12 20

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 On and after October 8, 1880. mant Grove.... 4 22 srican Fork.... 4 84 Northward Station . Southward 4 75 4 96 5 60 5 6 6 30 p.m. Ogden 8 20 A.M.

Nos. 1 and 2 will be run daily, Nos. 8 and 4 will be run daily, Bur-

For all information concarning Free! or Passago, apply to
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